

UNITED STATES OF AMERICA
POSTAL REGULATORY COMMISSION
WASHINGTON, D.C. 20268-0001

Periodic Reporting
(Proposal Ten)

Docket No. RM2015-3

CHAIRMAN'S INFORMATION REQUEST NO. 1

(Issued November 19, 2014)

To clarify the Postal Service's petition to consider changes to analytical principles, filed November 3, 2014, the Postal Service is requested to provide a written response to the following questions.¹ The response should be provided by November 24, 2014.

1. The Postal Service states that in the 2014 study, the productivity values for loading and unloading tasks were significantly higher than those measured in the 2009 study. *Id.* at 5. The Postal Service also states that some of the change could be due to the Network Distribution Center (NDC) activation process because one focus of that process was the timely loading and unloading of trucks. *Id.* The Postal Service further elaborates that:

postal vehicle drivers and highway contract drivers were both regularly observed assisting mail handlers with the loading and unloading of trucks during the 2014 study, but were not observed doing so during the 2009 study. The time drivers spent assisting mail handlers was not incorporated into the productivity estimates in the 2014 study because those costs are not defined as mail processing costs.

Id.

¹ See Petition of the United States Postal Service for the Initiation of a Proceeding to Consider Proposed Changes in Analytical Principles (Proposal Ten), November 3, 2014 (Petition).

Please answer the following questions regarding the proposed productivity values for loading and unloading tasks that were developed from the 2014 study.

- a. Please explain why postal vehicle drivers and highway contract drivers were regularly assisting mail handlers with the loading and unloading of trucks, as observed during the 2014 study.
 - b. What portion of the “significantly higher” productivity values for loading and unloading tasks in the 2014 field study is caused by postal vehicle drivers and highway contract drivers regularly assisting mail handlers with the loading and unloading of trucks at NDCs? Please explain.
 - c. Please provide productivity values for loading and unloading tasks assuming that the time drivers spent assisting mail handlers is incorporated into the productivity estimates in the 2014 study.
 - d. Please explain why the time drivers spent assisting mail handlers, as observed in the 2014 study, is not related to mail processing.
2. Please quantify the impact that the proposal will have on the workshare passthroughs for Standard Mail and Package Services. In your response, please compare the passthroughs in the 2013 Annual Compliance Determination with the revised passthroughs based on Proposal Ten.

By the Chairman.

Ruth Y. Goldway